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**Isoromotive Blasts.**

Agent Riberidge has so far recovered from his late illness as to again be able to sume his duties.

While the Henderson division has justly aimed the honor of doing the heavens wrong, it does seem from this article, com the St. Louis Republic that they are us downed when it comes to hauling the trains. — The Mackintosh local freight coal train into Bear St. I am sure the Louisville and Nashville has right was taken.

Considerable trouble was caused on the Memphis line of the L. & N. last Friday night by a landslide caused by the river washing away a portion of land near the track. Quite a force of men from this and other divisions was soon gathered there, and damages repaired in a short time.

A special train with timbers for use at Elmira, Tenn., was run from Henderson last Saturday, and also both bridge and logging crews were sent along to give their aid in repairing damage, to track at that point.

Conductor Joe Powers is now in charge of the Providence train.

Thousands of new ties are being put in in the Henderson division this spring and the officials seem determined that the past good standing of the road shall be maintained.

One of the most singular accidents ever occurring on this division was that which resulted in the death of Mr. Geo. Meacham at Kelley's, one day last week. Our informant who was standing talking to him as the train drew nigh that he called to him to look out; there was a train, they were standing at the time between the side and main tracks, and when he spoke, Meacham seemed to forget what he was

ing and instead of stepping back on the side track started across main track just in front of engine, and when Engineer Smiley who was in charge of engine sounded the whistle, Meacham turned his head back and looked, but never reached the other side of track until struck, and so fatally injured that he died in about three hours afterward. Why he ever attempted to cross the track at that time when train was right at hand is, indeed, a hard mystery to

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